

TO BUILD CABLE

Opinion of Superintendent Wilson
of Vancouver.

COMPLETED IN EIGHTEEN MONTHS

Believes it Will Land Here
if Government Wishes.No Subsidy Wanted—Just a Few
Concessions—Estimates Have
Been Furnished.

James Wilson, Superintendent of the Pacific Division of the Canadian Pacific Telegraph Company, is on a visit to Honolulu, and was seen yesterday regarding the possibilities of a cable line between Vancouver and Australia being built. Mr. Wilson spoke assuredly of the matter, and feels positive that within a year the construction of the line will begin.

"You have seen the dispatches announcing the meeting of the Cable Congress in London. To me that is assurance enough that the line will be built and it remains for the Government here to say whether or not there shall be a landing made here. The plan proposed is to have one line from New Zealand and another from some point in Australia. These lines will run to Fanning's Island, one of them touching probably at Suva first. From Fanning's the lines will merge into one and continue to Vancouver, connecting there with the Canadian Pacific transcontinental line.

"The men interested in building the British Pacific cable have gone to the extent of inviting estimates for the construction, submerging and maintenance of the line, and have found that the cost is considerably less than the estimate given by Sanford Fleming. You will understand that as yet there is no company; a conference has been held by men interested in the construction of a cable across the Pacific, and as an outcome of this conference it is probable an organization to be known as the Pacific Cable Company, will be formed. One unsettled point is, who shall have the maintenance of it—a cable company or the Government?"

"Would the cable company you speak of be one in which Sir Audley Coote is interested?"

"Not at all. Mr. Coote's company is a French organization, and would not be considered in this. Nor would any of the Atlantic cable companies be interested. The Pacific Cable Company would be an entirely different organization. As to the maintenance, it is possible that it would be controlled by the Government, as the telegraph lines in Great Britain and Australia are. In Canada and British Columbia we are independent. The Canadian Pacific controls those in British Columbia, and its lines extend from the Atlantic to the Pacific, but in Eastern Canada there are two other lines."

"Would there be any American capital in this new company?" was asked Mr. Wilson.

"That I cannot say, but I fancy not; there is an abundance of loose capital in Great Britain and Canada, so that it is hardly possible that any outside capital will be offered or required."

"Do you believe, Mr. Wilson, that if the Hawaiian Government would offer a concession, with certain privileges, but without a subsidy, the projectors of this British Pacific cable scheme would be willing to land on these islands?"

"While not authorized to state it as a fact, I have not the slightest doubt that the company will land the cable here. I have heard it said since my arrival here that in case the line runs direct to Vancouver from Fanning's Island, a local company will build from Honolulu to that point. This would be a foolish waste of money, for the reason that the transmission of a message from Honolulu to the United States in that way would cost double; the route to Fanning's Island and from there back to Vancouver. It is calculated that we can send messages from British Columbia to Australia at \$1 a word; the present rate we have to pay is double that figure. There is no reason why the \$1 rate should not prevail on the Pacific cable. I am familiar, of course, with Col. Spaulding's scheme, and it would be a very good thing for the islands if the line could be put in operation. Still, there seems to be a doubt about its consummation, and it would appear that the Government should do something towards securing prompt and rapid communication with the outer world. I understand, also, the intimate relations between this country and the United States, and I have been told that there is an objection to granting any concessions to a company not organized and controlled in the United States."

"I have been told, also, that the objection is based on the supposition that with the close relations existing between the two Governments the United States does not care to have British capital control the cable. While I am not familiar with the treaty existing, I should imagine that with all the interests of Americans here the United States would lend material aid to the furtherance of a scheme that would enable the Government there to communicate to its representatives here, or to this Government by the quickest possible means. But failing in this, and it is generally understood that the United States opposes subsidies, I do not see where it would interfere in anyway with the existing relations to have a British cable. One man went so far as to say that it would not be politic to send official messages over a cable not controlled by the United States. Considering that but one Amer-

ican cable crosses the Atlantic, and that that line is not always selected for the transmission of Government messages, and again that we of the Canadian Pacific are in daily receipt of messages for the commanders of American war ships at Esquimaux, this excuse is hardly plausible.

"The Pacific cable is an assured fact, whether it stops at Honolulu or not, but it appears to me that it will be to the interests of the people here to have the cable, and as soon as possible. There are a great many people in the United States, business men, who are anxious to visit the Islands, but who do not want to get away from the touch of the commercial centers, even though the touch be by wire. Every one of these men visiting Honolulu means so much money to the merchants. The Pacific cable can be built, the entire 6,000 miles, within 18 months from the time the work begins, and I am confident that the work of submerging one section of the cable will begin in less than a year."

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TIME TABLE

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— 1896 —

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Will leave Honolulu at 10 o'clock a. m., touching at Lahaina, Maalaea Bay and Makena the same day; Mahukona, Kawahae and Laupahoehoe the following day, arriving in Hilo the same afternoon.

LEAVE HONOLULU.

*Tuesday Dec. 1
Friday Dec. 11
Tuesday Dec. 22

Will call at Pohoiki, Puna, on trips marked *

Returning, will leave Hilo at 8 o'clock a. m., touching at Lapauhoehoe, Mahukona and Kawahae the same day; Makena, Maalaea Bay and Lahaina the following day, arriving at Honolulu the afternoons of Tuesdays and Fridays.

ARRIVE HONOLULU.

Saturday Nov. 28
Tuesday Dec. 8
Friday Dec. 18
Tuesday Dec. 29

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Will call at Nuu, Kaupo, once each month.

No freight will be received after 4 p. m. on day of sailing.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

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Live stock received only at owner's risk.

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C. L. WIGHT, President.

S. B. ROSE, Secretary.

Capt. J. A. King, Port Superintendent

Honolulu, H. I., Jan. 1, 1896.

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Agents for the Hawaiian Islands.

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412,438,131 2 2

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